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SOURCE

1. On 8 July 1953, source observed that there was no change in the status of the locomotive columns parked at Ducherow and Ruednitz. ¹
2. In late March, source observed 10 new canvas-covered locomotives parked at the F/O freight station. ¹
3. Between 28 June and 2 July, source observed that the Soviets had established a temporary entraining point near Ruednitz. ² About 40 locomotives were seen on a siding. ¹
4. In early June, the East German Railroads Ministry requested from the Council of Ministers that it be furnished with an additional 180,000 tons of hard coal and 97,000 tons of brown coal briquettes to increase coal stocks envisaged for the winter of 1953/1954. ³

5. the following coal reserves were available

on 8 July:

Ruhr coal :	1,300 tons
Other-type hard coal :	87,100 tons
Brown coal briquettes:	44,400 tons
Total	132,800 tons

6. After 4 July, the following daily coal consumption quotas were in effect:

Railroad District	Daily Coal Consumption Quota (in tons)
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Berlin	2,510
Greifswald	900
Schwerin	1,130
Magdeburg	2,100
Halle	3,580
Erfurt	2,920
Dresden	3,270
Cottbus	1,390

Total	17,800
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7. On 29 June, [] the following information on the equipment of converted boxcars (troop cars):
- In summer, converted boxcars will be equipped with benches, windows, lamos and coal scuttles. Open doors are secured by wooden bars. Each car is provided with one scuttle filled with briquettes which have to be taken to the kitchen car for cooking purposes.
 - In winter, benches will be replaced by bunks and stoves will be provided to each car. Coal required by the kitchen car will be carried along in a special gondola car.
 - The equipping of boxcars requires very little time. A detail of one foreman, two skilled carpenters and two auxiliary carpenters besides one handyman have been assigned a daily equipping quota of three or four cars. On 30 June, all the railroad carpenters of the Berlin-Ost railroad station had to be assembled for the conversion of boxcars into troop cars. Timber was made available in adequate supplies. The work was proceeding according to schedule. The finished cars had to be sent to Wriezen railroad station. Other railroad stations provided with carpenter shop facilities were apparently given the same order.
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8. Source obtained the following information [] of the East German Railroads Ministry to the State Planning Commission, [] on the turning over of the railroad repair shop (RAW) in Dessau to the Ministry of the Transportation and Agricultural Machine Construction:
- The machinery and equipment of the Dessau railroad repair shop will be transferred to the railroad repair shop in Magdeburg, the assembly halls of which will be reconstructed;
 - The turbo-generator department of the installation will be moved to the railroad repair shop in Delitzsch;
 - The motor rail car repair department will be transferred to the railroad repair shop in Wittenberge.
- The measures reported involve an expenditure of 4,870,000 Eastmarks, which has to be approved by the Council of Ministers.
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9. Source obtained the following information [] on the storage of bridge building equipment:
- The existence, in Magdeburg, of a large depot of bridge-building equipment, i.e. prefabricated steel bridge units which can be screwed together, facilitated the reconstruction of large bridges after 1945. Twenty-five such bridges fastened by screws representing a total length of approximately 2,000 meters, including 389 meters of double-track structures, are now in operation in East Germany. Stocks of bridge building equipment at present available are adequate for 180 meters of single-track bridge (complete) and 90 meters of single-track bridge (incomplete). In order to increase stocks of prefabricated bridge units and to eliminate slow-down sections necessitated by such emergency bridges, it is planned to have two such bridges replaced by permanent and riveted structures in 1954. This measure would increase the stocks of prefabricated bridge units by approximately 200 meters of single-track bridge. As even these stocks are far from adequate, the Railroads Ministry suggested that the following five semi-permanent bridges with a total length of 304 meters be replaced by permanent structures:

Location of Bridge	Railroad District	Type of Set	Length of Bridge
Havel River at Potsdam	Berlin	RW	60
Grossschiffahrtsweg (Canal) at Sachsenhausen	Berlin	RW	60

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Ziegelgraben at Stralsund	Greifswald	R	52
Stralsund	Greifswald	R	42
Elbe River at Wittenberg	Halle	RW	90
Total			184

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1. ☐ Comment. This information confirms the locomotives of deactivated locomotive columns No 3 in Ruednitz and No 13 in Ducherow. The locomotives observed in Frankfurt/Oder belong to locomotive columns Nos 2, 4, 5 and 8 stationed there. They probably served as an operational reserve. ☐

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2. ☐ Comment. Ruednitz is located northeast of Berlin on the Berlin-Angermuende railroad line in the Greifswald railroad district. The establishment of a temporary entraining point was probably connected with the movement of Soviet troops after the end of the uprising in Berlin. However, no information has been received to date that Soviet troops were actually entrained in this area.

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3. ☐ Comment. Winter coal reserves were formed every year. The amount of coal mentioned would be adequate for 14 days' requirements.

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4. ☐ Comment. According to the daily coal consumption quota of 17,800 tons valid for July, a quantity of 132,800 tons of coal would represent about 7.5 days' requirements as against 8.5 days' requirements available on 12 June. However, stocks of raw brown coal, coke, and coal dust, which usually represent 1.4 days' requirements, have not been mentioned. ☐ 25X1A

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5. ☐ Comment. In the previous month, the daily coal consumption quota was fixed at 17,900 tons. ☐

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6. ☐ Comment. For detail sketches on the detachable equipment of boxcars used as troop cars, see ☐. The equipment is stored at special points in the individual railroad districts to be available on order. The wear and tear of this equipment is very high. The manufacture of additional such equipment was necessitated by the commitment of Soviet troops on and after 17 June.

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7. ☐ Comment. This data supplements previous information on the deactivation of the Dessau railroad repair shop. ☐

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8. ☐ Comment. The bridge equipment referred to is military bridge equipment excellently suited for the rapid reconstruction of destroyed railroad bridges. At the end of the war, large quantities of such equipment were available in Germany. Types of such equipment in use during the last war included:

K type (Kohn equipment))
 R type (Roth ") for small spans;
 RW type (Roth-Wagner equipment))
 MZ type (mittlere zerlegbare Bruecke) medium dismantable bridge) for medium spans;
 SKR-6 type (Schaper-Krupp Reichsbahn Geraet) (Schaper-Krupp railroad bridge) for large spans;
 AT-type (Seiltraeger bridge) (cable and girder bridge) for medium and large spans;

The last two types of bridges were the most modern equipment. A status-of-October-1949 tabulation of East German bridges for the reconstruction of which military bridge equipment had been utilized, was transmitted previously.